

ALL EYES ON FLEET

Europe Expects Cruise to Bring War with Japan.

BELIEVES IT ROOSEVELT'S AIM

President Seen by Some as Knight Errant Who Goes Forth to Combat the "Yellow Peril" Dragon-Defensive Alliance with Germany Suspected in Other Quarters.

Special Cable to The Washington Herald.

London, Oct. 2.—Europe has begun to take keen interest in the sending of the American battle-ship fleet to the Pacific. The general public here, as elsewhere, loves theatrical politics, and they look to Kaiser Wilhelm and President Roosevelt as the world's chief entertainers in this feature of the game.

They see nothing in the proposed American naval demonstration but a provocative move against Japan, and they will await its outcome with lively impatience. The situation appears to them to involve nothing beyond a quarrel between the United States and Japan, and it cannot be said today that European public sentiment inclines to either side.

Very different, indeed, is the view taken by the chancelleries of Europe, and especially by Downing street. European statesmen regard the matter with greater anxiety than any international crisis of recent years. It is, in their eyes, by no means the simple problem it appears to the public.

Think Provocation Intended.

Opinions agree that the sending of the fleet, no matter with what peaceful pretensions, is a distinctly provocative move, and that the danger of untoward incidents, which, intentionally or unintentionally, might lead to war, is immense. In a word, if the American armada goes to the far East, Europe will expect war to follow.

There are two divergent views of the genesis and real purpose of President Roosevelt's political plans, which may be briefly indicated. Those who believe in the existence of the "yellow peril" applaud Mr. Roosevelt's policy, while they marvel at his audacity in assuming the risk of having a momentous task thrust upon America for the benefit of the white race at large.

Roosevelt's "Greatest Mistake."

Moreover, they are puzzled by his present attitude, when they remember that he was chiefly responsible for the peace of Portsmouth. It is the general opinion of the diplomatic world that the premature settlement of the Russo-Japanese war was the greatest mistake in Mr. Roosevelt's career. Another year's campaign would have brought freedom within the grasp of the Russian people, and so exhausted Japan that the "yellow peril" would have been postponed to the distant future.

Those who believe that it is now imminent share Mr. Roosevelt's reported conviction that the next crisis in human history will be a struggle in the Pacific, and they hope that he will force the issue before Japan recovers from her last war. This view is widely held in Berlin. Russia shares it, while she expects the indication of her military reputation in the enormous difficulties any power will encounter which becomes embroiled with her late enemy.

Suspect Alliance with Kaiser.

Another section of the diplomatic circle puts quite a different interpretation upon the American policy. They suspect that there lies behind it a deep scheme to upset the recently readjusted European situation.

They find it easy to believe the current report that there is a tacit or definite understanding that the German fleet will be held ready to protect American interests in the Atlantic. This would signify many things. It would be Kaiser Wilhelm's real diploma of the last three years for safeguarding the peace of Europe. It might easily result in arraying the United States and Germany against England and Japan. The Kaiser would by no means shrink from such an adventure, nor would he be hopeless of other European assistance.

Wilhelm Rear Instigator?

The point is seriously discussed in London whether, indeed, the German Emperor is not the real instigator of President Roosevelt's move. The main question which puzzles English official circles, as much as those of the Continent, is, How is it possible that the American people can permit themselves to be exposed to the risk of becoming involved in a great war, in which nothing is to be gained and terrible losses are certain?

There is one prevailing opinion among competent authorities regarding the naval and military features of the possible war. It is estimated that the American naval superiority is offset by the distance from its base. The first struggle would result in a stalemate. Then there would be an interval of nominal war for two or three years, while America built a fresh fleet. American dollars would finally win, but it would be the most disastrous and most expensive victory of modern times.

MAY BUY FAIR BUILDINGS.

Virginia Would Use Jamestown Structures for Normal School.

Special to The Washington Herald.
Norfolk, Va., Oct. 2.—The permanent retention by the State of Virginia of its handsome and spacious building on the Jamestown Exposition grounds, the same to be converted into a State Normal School, was to-day suggested.

It is also possible that Virginia may acquire the Maryland and the Pennsylvania State buildings, adjoining the Virginia Building on either side, and the buildings in the rear of the Daughters of the Confederacy, Baker's Chocolate, the Grand Trunk Line, the Par-Prebyterian, and the Baltimore City Building for dormitory purposes and as residences for the teachers.

Bullock Hall, the Georgia State Building, a reproduction of the home in Georgia of the mother of President Roosevelt, has been offered for sale. The price is understood to be \$8,000.

Funeral of C. M. Nichols.

Special to The Washington Herald.
Frederick, Md., Oct. 2.—The funeral of C. M. Nichols, son of Mrs. Mary C. Nichols, of Washington, Junction, who died in Pittsburgh Saturday, took place this morning from his former home, Rev. Mr. Stille, of the M. E. Church, officiated. Mr. Nichols was very popular in Frederick County. The pallbearers were O. B. Sigafos, W. E. Sigafos, T. E. Sigafos, and E. T. Fisher. Interment was at Point of Rocks.

Maryland Printing Awarded.

Special to The Washington Herald.
Annapolis, Md., Oct. 2.—The board of public works to-night awarded to George W. King & Co., of Baltimore, the contract for doing the State printing at the coming session of the legislature for \$17,500. The board decided not to consider any bids in excess of \$10, and King's bid was the only one below that sum.

POINTS IN PRESIDENT'S SPEECH.

I believe that the nation has the whole governmental power over interstate commerce and the widest discretion in dealing with that subject. It is the nation alone which can with wisdom, justice, and effectiveness exercise over these interstate railroads the thorough and complete supervision which should be exercised.

Personally, I firmly believe that there ought to be national legislation to control all industrial corporations doing an interstate business, including the control of the output of their securities.

Unless we are willing to abandon our insistence upon the Monroe doctrine, to give up the Panama Canal, and to be content to acknowledge ourselves a weak and timid nation we must steadily build up and maintain a great fighting navy.

Only by putting through a voyage of this nature (the cruise to the Pacific) can we find out just exactly what it is necessary for us to know as to our naval needs and practices for our officers and men.

There are difficulties arising from our dual form of government. If they prove to be insuperable, resort must be had to the power of amendment. Let us first try to meet them by an exercise of all the powers of the national government which in the Marshall spirit of broad interpretation can be found in the Constitution as it is.

The railroads themselves have been exceedingly shortsighted in the rancorous bitterness which they have shown against the resumption by the nation of this long-neglected power.

My plea is not to bring about a condition of centralization. It is that the government should recognize a condition of centralization in a field where it already exists.

Centralization has already taken place in the world of commerce and industry. All I ask is that the national government look this fact in the face, accept it as a fact, and fit itself accordingly for a policy of supervision and control over this centralized commerce and industry.

ROOSEVELT URGES DEEP WATERWAYS

CONTINUED FROM PAGE ONE.

the construction, the right apprehension of the living conditions to which it is to be applied.

The Constitution is unchanged and unchangeable save by amendment in due form. But the conditions to which it is to be applied have undergone a change which is almost a transformation, with the result that many subjects formerly under the control of the States have come under the control of the nation.

Commerce Now Interstate.

Now, by the railroad, the mail, the telegraph, and the telephone an immense part of our commerce is interstate. By the transformation it has escaped from the power of the State and come under the power of the nation. Therefore there has been a great practical change in the exercise of the national power, under the acts of Congress, over interstate commerce.

The change as regards interstate commerce has been, not in the Constitution, but in the business of the people to which it is to be applied. Our economic and social future depends in a very large part upon how the interstate commerce power of the nation is interpreted.

I believe that the nation has the whole governmental power over interstate commerce and the widest discretion in dealing with that subject; of course under the express limits prescribed in the Constitution for the exercise of all powers, such as instance as the condition that "due process of law" shall not be denied.

The nation has no direct power over purely interstate commerce, even where it is conducted by the same agencies which conduct interstate commerce. The courts must determine what is national and what is State commerce. The same reasoning which sustained the power of Congress to incorporate the United States Bank tends to sustain the power to incorporate an interstate railroad, or any other corporation conducting an interstate business.

Must Amend Constitution.

There are difficulties arising from our dual form of government. If they prove to be insuperable, resort must be had to the power of amendment. Let us first try to meet them by an exercise of all the powers of the national government, which in the Marshall spirit of broad interpretation can be found in the Constitution as it is. They are of vast extent. The chief economic question of the day in this country is to provide a sovereign for the great corporations engaged in interstate business; that is, for the railroads and the interstate industrial corporations. At the moment our prime concern is the power of the national government.

The railroads themselves have been exceedingly shortsighted in the rancorous bitterness which they have shown against the resumption by the nation of this long-neglected power. Great capitalists, who pride themselves upon their extreme conservatism, often have been acting in the interests of property when following a course so shortsighted as to be really an assault upon property. They have shown extreme unwisdom in their violent opposition to the assumption of complete control over the railroads by the national government.

The American people will not tolerate the happy-go-lucky system of no control over the railroads, which has resulted in the insolent and manifold abuses which have so generally accompanied it. The control must extend somewhere, and unless it is by thoroughgoing and radical legislation upon the statute books of the nation, it will be exercised in ever-increasing measure by the several States.

Federal Control Needed.

Personally, I firmly believe that there should be national legislation to control all industrial corporations doing an interstate business, including the control of the output of their securities, so as to meet the necessity for Federal control less urgent and immediate than is the case with the railroads. Many of the abuses connected with these corporations will probably tend to disappear now that the government—the public—is gradually getting the upper hand as regards putting a stop to the rebates and special privileges enjoyed by the industrial corporations. But ultimately it will be the national government that will be able to deal with these abuses in direct and affirmative action by the national government. That there is a constitutional power for the national government to do this, I have myself no question.

Nation Has Power Now.

I am not pleading for an extension of constitutional power. I am pleading that constitutional power which already exists shall be applied to new conditions which did not exist when the Constitution went into being.

I ask that the national powers already conferred upon the national government by the Constitution shall be so used as to bring national commerce and industry effectively under the authority of the Federal government, and thereby avert industrial revolution.

My plea is not to bring about a condition of centralization. It is that the government should recognize a condition of centralization in a field where it already exists. Centralization has already taken place in the world of commerce and industry. All I ask is that the national government look this fact in the face, accept it as a fact, and fit itself accordingly for a policy of supervision and control over this centralized commerce and industry.

Luncheon with Governors.

At the conclusion of his address, the President was again driven through the principal streets of the city, this time under more pleasant weather conditions. Luncheon was served at the Jefferson Hotel, at which twenty visiting governors of the Mississippi Valley States were present.

After the luncheon, the President was driven to the levee, and again boarded the steamer Mississippi and started on his trip down the river to Cairo, where he will arrive at 9 o'clock to-morrow morning. On the voyage down to St. Louis.

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WILL PLAY AT SEA

Frohman's Stars to Occupy Liner's Stage.

HOPE TO BANISH SEASICKNESS

By Diverting Minds of Passengers Cunard Company Hopes to Minimize Dread of Ocean Travel—Sailing Public Will Witness First Night Performances.

London, Oct. 2.—A dispatch from Liverpool states that the Cunard Steamship Company has accepted Charles Frohman's offer to provide suitable plays and concerts and that a hall specially designed for such performances will be provided on each of the three Cunard steamships that are now projected.

In these days of progress the steamships have included more and more the comforts of land, so that passengers hardly know they are at sea unless they go up on deck to have a look at the water or get seasick. The five-day boats enjoy most of the advantages of a first-class hotel; they are fitted out with telephones and elevators; there are newspapers published on board, and the ships keep in touch with land all the way over sea by the wireless telegraph.

And now there will be theatricals at sea. Charles Frohman is named as the originator of the idea, and tourists may soon go to a first-class musical comedy or drama performed by the best companies, just as if the Broadway Rialto had been launched bodily from Dreamland's shore or Drury Lane had met its Trafalgar, on the Lusitania or Mauretania, or other craft to come.

Light Comedy to Be Tried.

Alf Hayman, Mr. Frohman's manager here, when seen this morning, confirmed the news. Light comedy was to be tried first, in all probability, he said, and if it works well, theatricals in other branches would be put upon the steamship boards. "Mr. Frohman has been thinking of this for some time," said Mr. Hayman. "The chief activity is on the London side, where Mr. Frohman is co-operating with the Cunard company. The scheme will probably be tried first on the Lusitania, and ocean voyagers will have the opportunity of enjoying a real treat."

Mr. Hayman said he could not tell just when the plan would be put in operation. The details, he admitted, had not yet been definitely settled on. "It is not a money-making venture," he added, but he explained that the financial basis was, first of all, in the fact that while theatrical companies are on the water, traveling from continent to continent, their salaries go on just the same, and the managers suffer a deficit during that period. By playing to the transatlantic steamship passengers this deficit would be made up in part.

Prices Not Determined.

Whether a sea theater is a \$2 house or not was another question. Of course, so much per head would be charged to the nonseasick audience; but whether or not the scale of prices would be the same as on land, was yet beyond Mr. Hayman's power to declare.

Scenery may anywhere be set up at short notice and all the paraphernalia of the seafaring company would be right at hand. The stage room would be ample, although, of course, it would not be as well fitted for the production of plays requiring a large cast.

On Uncle Sam's warships the sailors often amuse themselves by hammering together an improvised stage and holding long hours of vaudeville shows. This was one of the features of the fleet's stay last summer at Jamestown. There has also been vaudeville on the steamboat Grand Republic in recent years in the harbor of New York, but so far as the ocean line is concerned the project is distinctly new.

NAME OF BIG SHIP.

Its Derivation and How to Pronounce It Correctly.
From the Philadelphia Record.

The first trip of the Lusitania has aroused no little discussion as to the pronunciation of the ship's name, many well-versed speakers insisting on giving it the sound of Louisiana, to rhyme with Britannia. Americans, however, should have no difficulty with this fine old Latin word, as its "a" is sounded like the "a" in "fate," and the name rhymes correctly with our own Pennsylvania, Campania, Lucania, and all other words with the single "n" are similarly pronounced.

Lusitania was a province of ancient Spain, then styled Hispania. This province corresponded pretty nearly to modern Portugal, and is now used, in deed, as a political synonym of the present Portugal, named in rhyme with Britannia. The word has long been famous for its grapes, and readers of Tennyson will recall the poet's use of the name in his "Lyrical Monologue," written at the Cock tavern, his favorite London retreat. The first stanza runs:

Oh plump little Cock
To which I must resort,
How gets a hint of port?
But let it not be such as that
You set before champagne;
But such whose father-grape grew fat

A knot, or nautical mile, is considerably more than a land mile; to be exact, about 26/7 yards more; or, roughly, every seven knots are equal to almost eight miles. It means that the Lusitania has a speed of about thirty miles an hour, and as most of the ordinary suburban trains exceed that rate of speed, it gives a vivid and graphic idea of the great ship's progress.

Our Navy as a Commerce Getter.

From the San Francisco Call.
The influence of the United States on the Pacific must be chiefly naval. We must maintain a fleet in these waters capable of dealing with that of any other power. It is not in the least likely that the fleet will ever be called to action, but its being is a necessary factor in the diplomatic game that will be played for the control of markets. In a word, our influence in Pacific waters must be made worth while if we are to hold our own with Japan in competition for Chinese trade.

Statements were received from persons in the vicinity, which tend to show that Weiss was in that section of the city at the time the attack was made on Mullen.

Weiss, who is being held at the Seventh precinct station, denies that it was he who did the shooting, and claims that he was near his home in Southwest Washington at the time of the attack.

Commonwealth's Attorney Crandall Mackay, of Alexandria County, spent a greater part of yesterday in the neighborhood around the Weiss' home, endeavoring to determine whether the alibi set up by the man was correct.

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CONVENTION NOTES.

Bishop Satterlee, Mrs. Satterlee, Miss Satterlee, C. T. Warner, Dr. William C. Rives and Mrs. Rives have taken a house in East Franklin street and will entertain visiting Washingtonians of prominence there during the convention.

At the impressive ceremonies in Holy Trinity Church, Bishop Satterlee walked in line with the venerable Right Rev. W. W. Niles, Bishop of New Hampshire. Bishop Satterlee read the epistle in the preliminary service.

The woman's auxiliary held its first meeting in Masonic Temple this afternoon. The members are eagerly awaiting their big day to-morrow, when they will present \$100.00 to the missionary work of the church. Miss J. Wilkes, president of the diocesan organization, with Miss Fanny Gullis, vice president, and Mrs. Foxwell, acting recording secretary, are here in an official capacity to present the united offerings of the District chapters.

Miss Gillis is a special delegate to the National Sunday School Institute during its sessions here.

Among the women from Washington in attendance on the convention are Miss Virginia Miller, Miss Johns, daughter of Rev. A. S. Johns, of Christ Church, Navy Yard; Mrs. Thomas Nelson Page, Mrs. Charles H. Stanley, Mrs. H. C. Bolton, a Girls' Friendly Society worker, and Mrs. Richard P. Williams, who formerly resided in Richmond, and is renewing many old friendships here.

The House of Bishops is meeting in the State Capitol. Bishop Satterlee occupies seat 45, in the center of the chamber, and has as neighbors the Bishop of Los Angeles and Bishop G. M. Williams, of Marquette.

Nearly all the Washington clergy will come to the convention next week, when the alumni meetings of the theological seminaries are to be held. The Virginia Seminary reunion occurs on Friday, October 11, at the Jefferson Hotel.

On October 6 Bishop Satterlee will preach a special sermon at Christ Church.

Rev. Dr. R. H. McKim, of Epiphany Church, Washington, is chairman of the house of deputies, and Rev. Henry Austine, of New York, is its secretary. The present chairman of the house of bishops is Right Rev. William Lawrence, of Massachusetts, while its secretary is Rev. Dr. Samuel Hart, of Hartford, Conn.

The general convention is composed of about 80 members, including the bishops, four clerical and four lay deputies from each of the dioceses, and one of each from every missionary district. All legislation must be concurred in by both houses before enactment, the result is a most conservative and careful deliberative body.

It is proposed to hold a great open-air evening service on the Capitol steps on Saturday, at which the Lord Bishop of London will be the speaker.

Bishop Ingram played golf yesterday at the Hermitage Club and was defeated, so the story runs. It seems to be as hard to get accurate details of his lack in sports here as it was in Washington, and the reports are usually tally vary as they are told by an Englishman or an American. He will cross racquets with P. H. Mayo, of Richmond, to-day on the club's tennis court.

Following is the official list of Washington delegates, lay and clerical, and their Richmond addresses: Rt. Rev. Henry Yates Satterlee, 322 West Franklin street; Rev. Alfred Harding, the Colonial; Rev. R. H. McKim, the Jefferson; Rev. R. P. Williams, 7 West Main street; Rev. A. S. Johns, the Colonial; lay deputies, Arthur S. Evans, 15 North Third street; Dr. William C. Rives, 322 West Franklin street; Thomas Nelson Page, the Jefferson; Charles H. Stanley, 12 North Seventh street.

AUTHORITIES ARE PUZZLED

Worried by Conflicting Stories of Mullen and Weiss Girl's Family.

Brother, Identified by the Injured Man as Assailant, Is Still Held by the Police.

Although several days have been spent in investigating the matter, the local and Virginia authorities are still apparently much puzzled concerning the identity of the assailant of John Mullen, who was shot and seriously injured Sunday evening, in "Dead Man's Hollow," a short distance from Rosslyn.

Amelia Weiss, his companion on that afternoon, still maintains that it was a negro who did the shooting, and that he subsequently made an attack upon her. On the other hand, Mullen, who is at the Georgetown University Hospital, claims that his assailant was not a negro, and positively identifies Charles Weiss, a brother of the young girl, as the man.

Having these two exactly contrary statements, the authorities are at a loss to know the truth concerning the attack. Weiss, who is being held at the Seventh precinct station, denies that it was he who did the shooting, and claims that he was near his home in Southwest Washington at the time of the attack.

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